

**In the specification:**

Please amend paragraph 0087 as follows:

**[0087]** Referring to Figure 14A and 14B, an alternative embodiment of the valve leading to the combustion chamber is depicted. The shaft 134 is located within body 122 with sleeves 166 interposed between them. Combustion chamber 162 has a left edge, right edge and bottom. A bridge ~~165~~ ~~162~~ extends upwardly from the bottom of the combustion chamber and extends to the inner surface of the body 122. In Figure 14A, the right side of the combustion chamber is aligned with the left side of intake port 110. As the shaft 134 and sleeve insert 166 continue in a clockwise motion, the combustion chamber becomes open to the intake port 110 allowing the influx of a fuel/air mixture. The intake cycle ends when the left side of the combustion chamber becomes aligned with the right side of the intake port 110. This is shown in Figure 14B. The shaft and sleeve continue in a clockwise motion and combustion occurs when the combustion chamber becomes open to a spark plug (not shown). The area surrounding the shaft 134 not covered by the sleeve insert 166 can be a separate piece or can be formed integrally with the shaft 134.

Please amend paragraph 0089 as follows:

**[0089]** Figure 16 depicts the midway point between the exhaust and intake. It is seen here that the bridge 165, extending from the bottom of the combustion chamber to the inner surface of the body 122 prevents intake entering port 110 to leave directly through exhaust port 120. The result is a cleaner burning, more efficient engine. As explained above, a tensioning system such as an O-ring 168, is used between the shaft 134 and sleeve insert 166.